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BRITISH CAMP IN UNITED STATES

Opinions Regarding the Mule Station in Louisiana.

Louisiana is greatly wrought up over the shipments of horses and mules, for the use of the British forces in South Africa, from Chalmette, in that state. Governor Heard has addressed a letter to the state department asking for directions as to his duty in the matter, and Attorney-General Knox has delivered an opinion on the subject at the request of Secretary Hay. The situation is further complicated by the arrival in New Orleans of Major-General Sir Richard Campbell Stewart on a tour of "inspection of the various departments of the remount service of the portion of that branch of the British military establishment that is in this country." General Samuel Pearson, a Boer military leader, is in New Orleans, and has called upon the governor to expel the British, threatening to take the law into his own hands if his request is not heeded. The attorney-general, in his decision, says very properly that the question whether there has been a departure from the rules of neutrality is a "delicate one." He goes on to state that "carrying on commerce with a belligerent in the manner usual before the war is not giving unlawful aid. The mere increased demand for warlike articles and their increased quantity in the commerce does not make that commerce cease to be the same as before the war. It does not seem to be settled that the fact that the belligerent government is a purchaser makes the neutral government's permission of the commerce a departure from the obligation to give no aid to the belligerent."

The New Orleans Times-Democrat declares: "It is now known of all men that Port Chalmette is, and has for months been, a British military camp, and that this camp is furnishing the British army in South Africa with the essential sinews of war." The Springfield (Mass.) Republican asks a very sweeping question of Secretary Hay. "Mr. Hay claims that American citizens may lawfully sell and ship to a belligerent horses and mules—which are universally recognized as contraband of war and as military supplies, rather than as simple merchandise—but how can he deduce from that the conclusion that the belligerent may establish, under his own immediate management and control, at a selected port, in the neutral territory of the United States, a horse and mule depot with a 'transport landing' where the belligerent's army transports constantly take on cargoes of military supplies—the establishment, by its very organization, equipment, and permanence, constituting a military base in every essential sense of that military phrase?"

The Detroit Free Press and the Philadelphia Public Ledger take a middle ground. Says the former: "The mere purchase of horses and mules is not, *per se*, a violation of the rights of the other belligerent, despite the fact that in this case the animals are plainly contraband of war. But the maintenance of a British military establishment on American soil is another matter." The latter holds that "there is no hard-and-fast rule which determines what is and what is not contraband. Munitions of war are always contraband, but horses, mules, and forage 'may or may not be contraband, according to the particular circumstances of the war.' In the Boer war, from the circumstances of the case, under any equitable decision, horses and mules would be declared contraband."

On the other hand, the Philadelphia Record comes out flatly against the suppression of the shipments. "No authority of the United States or of any state," it declares, "has the power to interdict the sale of war material to anybody, either during the continuance of peace or after the outbreak of hostilities. Manufacturers of guns and breeders of army mules have the same right as have the flour millers, cotton spinners, or wheat growers to sell their products to whomsoever they may find willing to pay the price."

ARE PREACHERS LAZY.

Methodist Bishop Draws Hot Shot From a Newspaper.

In an address to the applicants for membership into the New York conference of the Methodist Episcopal church, Bishop Fowler made the statement that no other profession is so conducive to laziness as the ministry. "If during the six days of the week," he told the applicants, "you only put as much life, zeal, and energy into your work as the business man does, you will surely win." The New York Sun, comments as follows on the bishop's statement: "How do Methodist ministers find time to be lazy? The great city congregations bring a multifarious round of duties to their pastors, and we have heard more than one of these busy men regret without bitterness that he had too little leisure to give to his books and to keep his seminary learning from growing rusty. 'The parson has a soft time of it,' says the village butcher, or the oiled clerk in the old red store. 'Why, he hasn't nothin' to do but write sermons.' Nothing to do but preach, go to prayer meetings and evening meetings and praise meetings and revival meetings and children's meetings, Bible meetings and business meetings and temperance meetings and meeting of the church societies and village improvement societies and societies and Sunday-schools and sewing circles and funerals and so on. Nothing to do but to call on all his people regularly and visit the sick and look after the poor and entertain traveling clerical and semiclerical visitors and serve on the school committee and take a prominent part in all town affairs and in heaven knows how many religious, charitable, educational, musical, and miscellaneous concerns and consider letters from all sorts of persons who have no business to bother him and always neglect to send stamps. Nothing to do but to be at the disposal of every crank, busybody, and bore, to go to conference and ministerial meetings, to hear long yarns from seedy impostors whom his heart distrusts but who seldom go away empty—the poorer the minister, the more he gives away in proportion to his means. Nothing to do but to be preacher, lecturer, almoner, unofficial overseer of the poor, man of business, general public character, counsellor and agent and everybody's friend and servant seven days a week for the love of God and \$300 a year on an average! Decidedly, if we had a lazy young friend we should advise him to enter the Methodist ministry. Bishop Fowler must have been joking."

Hilo Band Outing.

The Hilo band excursion to Puna last Sunday was a very successful event. Besides the musicians, a large number of ordinary Hiloites went along making up a jolly throng. The crowd captured the district of Puna as Mrs. Terry and her Sunday School had captured it the day before. The band gave the principal homes at the Puna plantation a delightful serenade. The boys were piloted to the hot springs, where they laved themselves in the transparent waters. They were afterward feasted by the officers of the Puna plantation. The dinner was followed by more music.

While the day was rainy at Hilo, there was not a sprinkle at Puna.

Don't Drink Contagion.

One of the new theories of hygiene that doctors are teaching to persons who have children to rear is concerned with the comparatively unimportant duty of drinking out of a glass in the proper way. The new way of drinking, according to the physicians who teach it, avoids any contact of the lips with the rim of the glass. The lips are held so that the rim of the glass touches the outside of the lower lip. By the usual method of drinking, the glass is held between the two lips. The newer way is urged by doctors as a means of avoiding any possible infection from using a glass that had been previously handled by a sufferer from a contagious disease.

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Agent for the Hawaiian Islands.

ORDERS FILLED AT SHORT NOTICE.

Hilo Railroad Co.

TIME TABLE

To take effect March 1, 1902. Trains will leave Hilo as follows; Sundays excepted:

Train.	Class	Hilo	Olaa Mill	Kaanu	Ferndale	Mountain View
1	Passeng'r	A.M. 7:00	7:20	7:30	7:45	8:00
2	Freight	10:30	11:00	11:30	12:00	12:30
3	Passeng'r	P.M. 3:30	3:50	4:00	4:15	4:30

RETURNING—NORTH. Leaves Mountain View:

Train	Class	Mountain View	Ferndale	Kaanu	Olaa Mill	Hilo
4	Passeng'r	A.M. 8:30	8:45	9:00	9:10	9:30
5	Freight	P.M. 1:30	1:45	2:00	2:30	3:00
6	Passeng'r	5:00	5:15	5:30	5:40	6:00

SOUTH—Sunday Trains leave Hilo for Mountain View.

Train	Class	Hilo	Olaa Mill	Kaanu	Ferndale	Mountain View
1	Passeng'r	A.M. 8:00	8:20	8:30	8:45	9:00
3	"	P.M. 3:30	3:50	4:00	4:15	4:30

RETURNING—NORTH. Sunday Trains leave Mountain View.

Train	Class	Mountain View	Ferndale	Kaanu	Olaa Mill	Hilo
4	Passeng'r	A.M. 9:30	9:45	10:00	10:10	10:30
6	"	P.M. 5:00	5:15	5:30	5:40	6:00

SOUTH—Trains will leave Hilo for Puna every Thursday and Sunday

Train	Class	Hilo	Olaa Mill	Pahoa	Puna
7	Mixed	Thursday	A.M. 11:00	11:20	11:40
8	Passeng'r	Sunday	A.M. 9:00	9:20	9:40

RETURNING—NORTH. Leaves Puna:

Train	Class	Puna	Pahoa	Olaa Mill	Hilo
9	Mixed	Thursday	P.M. 1:00	1:20	1:40
10	Passeng'r	Sunday	P.M. 3:25	3:45	4:05

Excursion tickets will be sold on Saturdays and Sundays at reduced rates, good until the following Monday noon. Commutation tickets are now sold, good for twenty-five trips between Hilo and Olaa at a reduced rate, subject to certain conditions printed on the same.

W. H. LAMBERT, Supt.